FIG.1

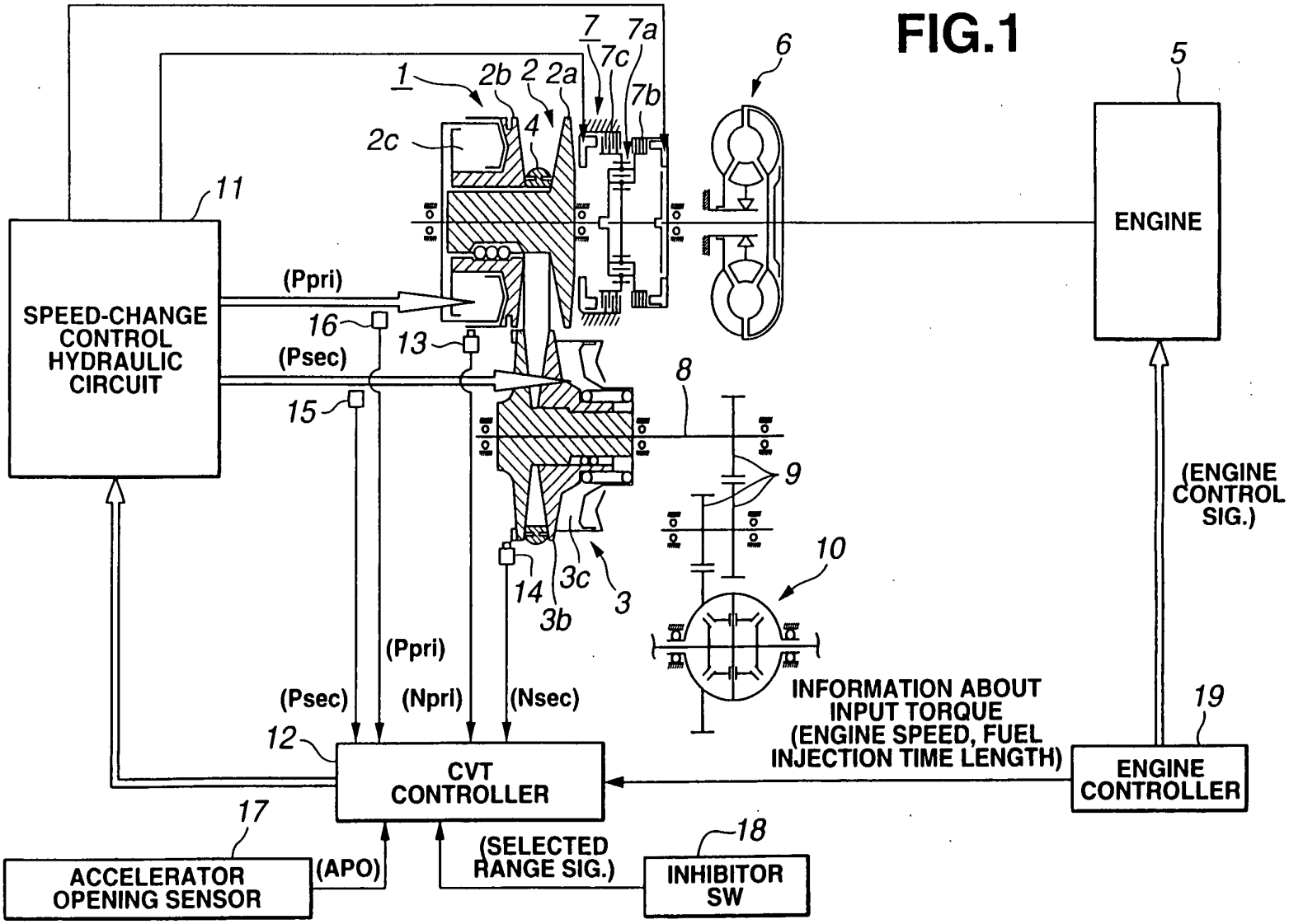
1
2b
2
2a
7
7a
7c
7b
6
5
4
2c
11
ENGINE
SPEED-CHANGE CONTROL HYDRAULIC CIRCUIT
(Ppri)
16
(Psec)
13
15
8
9
10
3
3c
3b
14
(ENGINE CONTROL SIG.)
(Ppri)
(Psec)
(Npri)
(Nsec)
INFORMATION ABOUT INPUT TORQUE (ENGINE SPEED, FUEL INJECTION TIME LENGTH)
19
12
CVT CONTROLLER
ENGINE CONTROLLER
17
18
ACCELERATOR OPENING SENSOR
(APO)
(SELECTED RANGE SIG.)
INHIBITOR SW

FIG.2

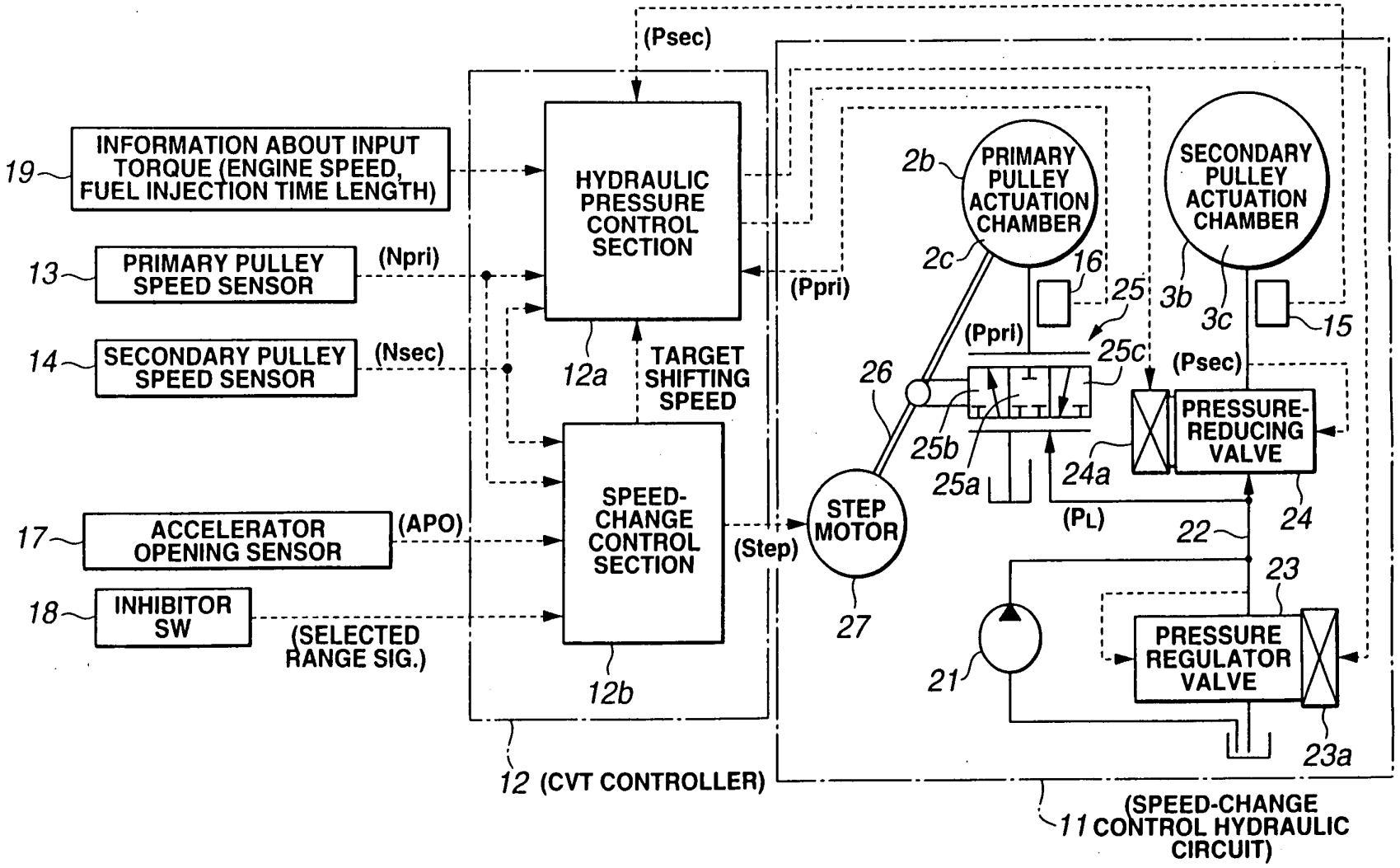
(Psec)
19
INFORMATION ABOUT INPUT TORQUE (ENGINE SPEED, FUEL INJECTION TIME LENGTH)
HYDRAULIC PRESSURE CONTROL SECTION
2b
PRIMARY PULLEY ACTUATION CHAMBER
SECONDARY PULLEY ACTUATION CHAMBER
13
PRIMARY PULLEY SPEED SENSOR
(Npri)
2c
16
25
3b
3c
15
(Ppri)
(Ppri)
14
SECONDARY PULLEY SPEED SENSOR
(Nsec)
12a
TARGET SHIFTING SPEED
26
25c
(Psec)
PRESSURE-REDUCING VALVE
25b
25a
24a
24
17
ACCELERATOR OPENING SENSOR
(APO)
SPEED-CHANGE CONTROL SECTION
(Step)
STEP MOTOR
(PL)
22
18
INHIBITOR SW
(SELECTED RANGE SIG.)
27
23
21
PRESSURE REGULATOR VALVE
12b
23a
12 (CVT CONTROLLER)
(SPEED-CHANGE CONTROL HYDRAULIC CIRCUIT)
11

FIG.3

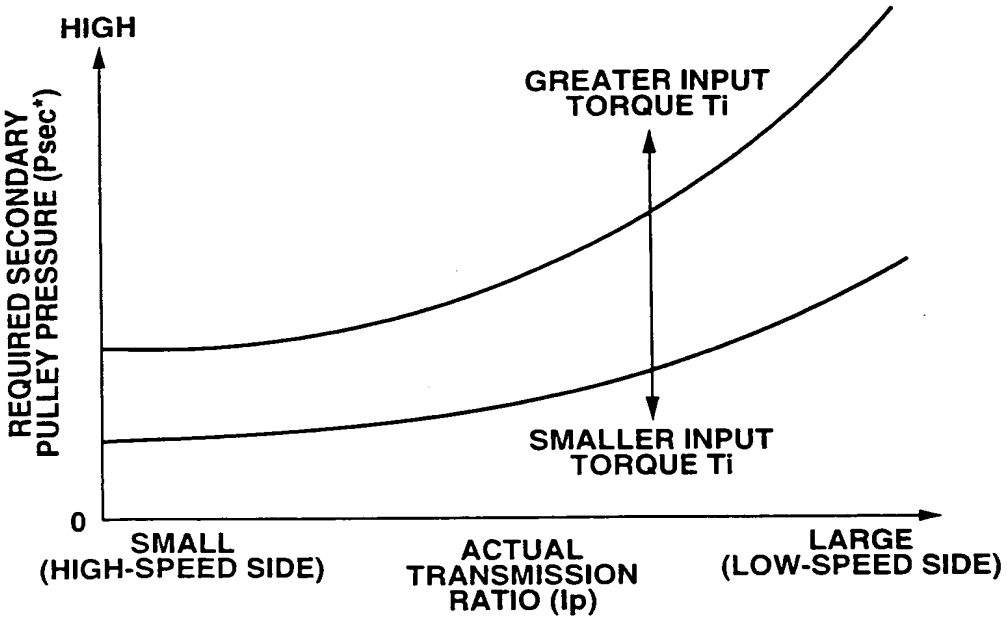
HIGH
REQUIRED SECONDARY PULLEY PRESSURE (Psec*)
GREATER INPUT TORQUE Ti
SMALLER INPUT TORQUE Ti
0
SMALL (HIGH-SPEED SIDE)
ACTUAL TRANSMISSION RATIO (Ip)
LARGE (LOW-SPEED SIDE)

FIG.4

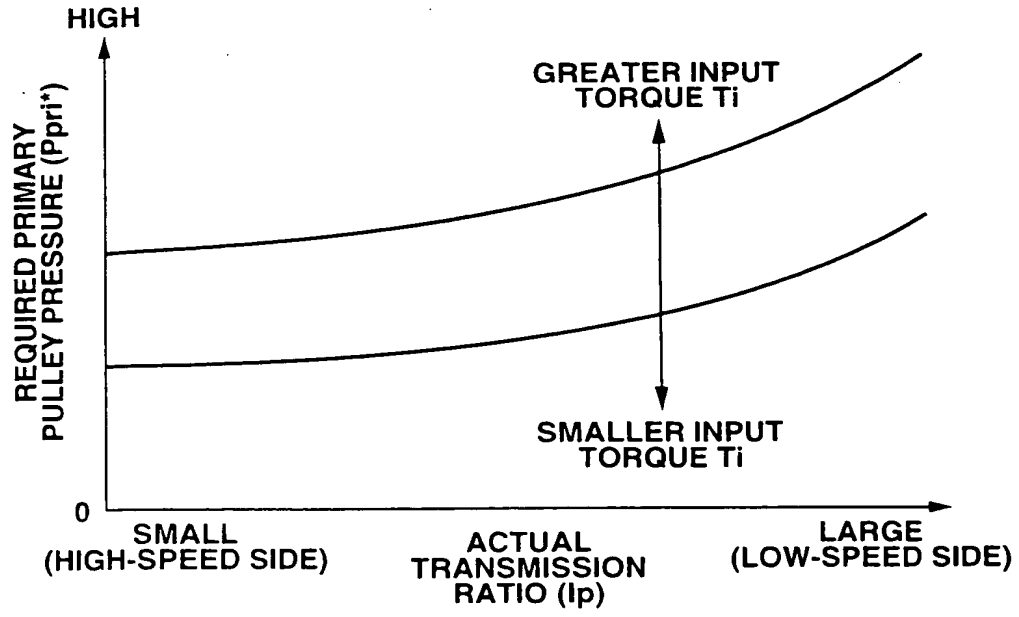
HIGH
REQUIRED PRIMARY PULLEY PRESSURE (Ppri*)
GREATER INPUT TORQUE Ti
SMALLER INPUT TORQUE Ti
0
SMALL (HIGH-SPEED SIDE)
ACTUAL TRANSMISSION RATIO (Ip)
LARGE (LOW-SPEED SIDE)

FIG.5

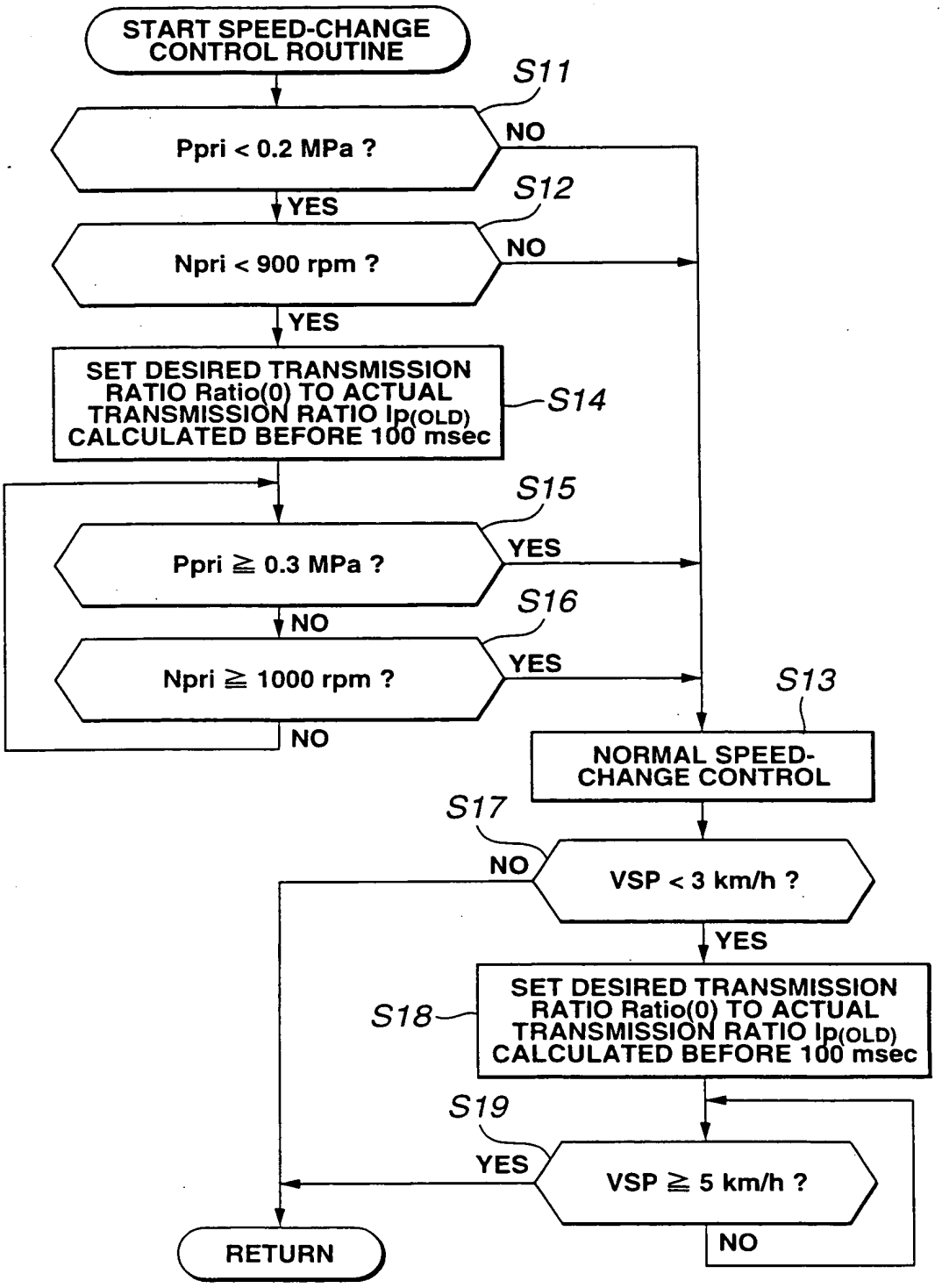
START SPEED-CHANGE CONTROL ROUTINE
S11
Ppri < 0.2 MPa ?
NO
YES
S12
Npri < 900 rpm ?
NO
YES
SET DESIRED TRANSMISSION RATIO Ratio(0) TO ACTUAL TRANSMISSION RATIO Ip(OLD) CALCULATED BEFORE 100 msec
S14
S15
Ppri ≧ 0.3 MPa ?
YES
NO
S16
Npri ≧ 1000 rpm ?
YES
NO
S13
NORMAL SPEED-CHANGE CONTROL
S17
NO
VSP < 3 km/h ?
YES
S18
SET DESIRED TRANSMISSION RATIO Ratio(0) TO ACTUAL TRANSMISSION RATIO Ip(OLD) CALCULATED BEFORE 100 msec
S19
YES
VSP ≧ 5 km/h ?
NO
RETURN

FIG.6A

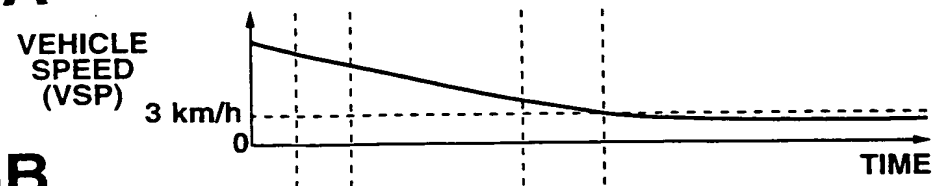

FIG.6B

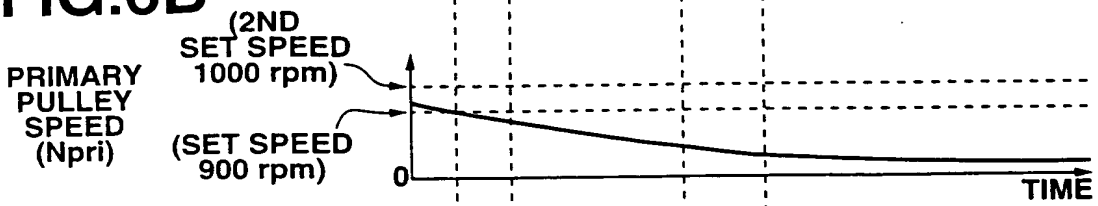

FIG.6C

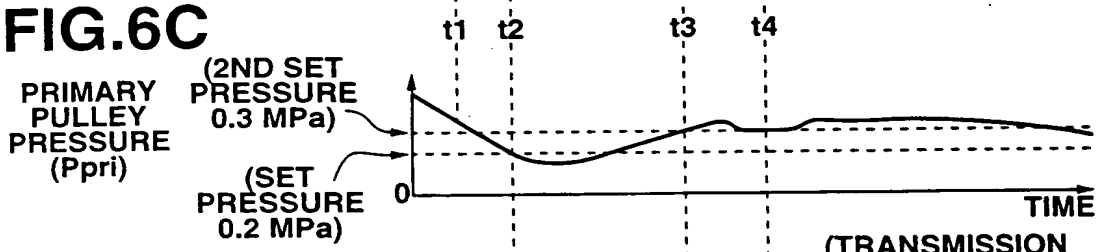

FIG.6D

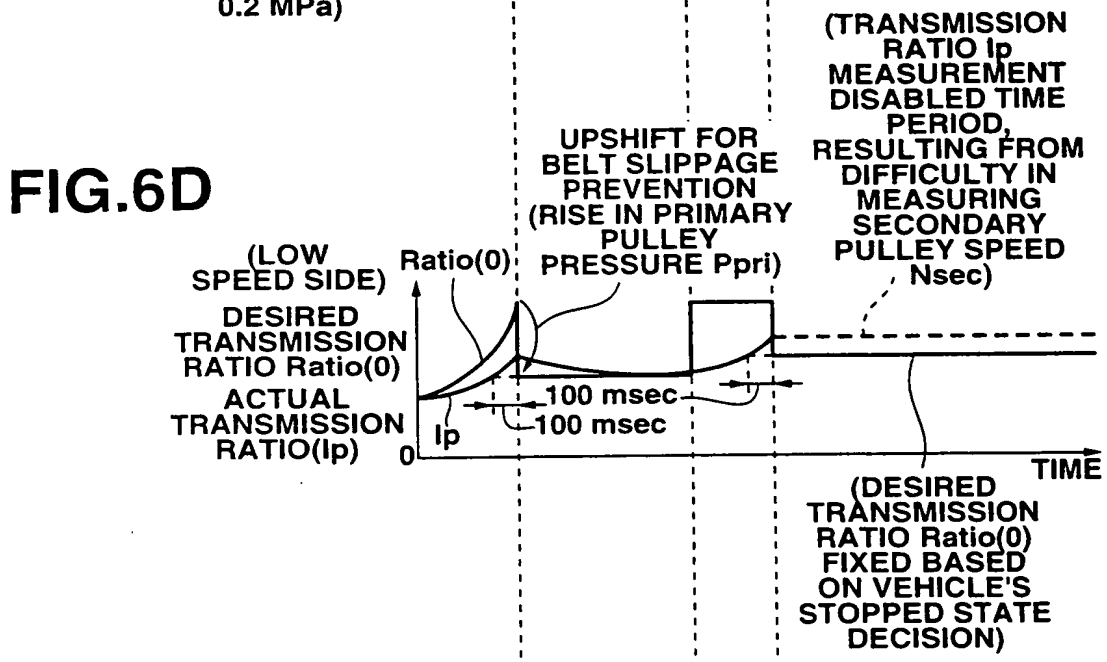

FIG.6E